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© NUNO LARANJEIRA

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© SUTTY

THE GEOFF WALKER

AMA PROJECT.

GEOFF WALKER AND THE SR75-MOLSON SQUAD TAKE ON THE AMA BOYS AT THEIR OWN GAME...

Words and photos by **Shan Moore**

It's 7:00am and a light, southerly breeze kicks up small dust devils, as the Dirt Wurx crew prep the Las Vegas supercross course for the final round of the Monster Energy AMA Supercross Series. The dirt inside Sam Boyd Stadium is desert-like in nature, so the crew is getting ready to dump truckload after truckload of water on its surface, to mould it into something rideable and hold down the dust, so that some 40 thousand fans will be able to watch later, without a sandstorm enveloping the stadium.

Across the way in the pits, the Monster Energy Kawasaki team is erecting its workplace for the day. A dozen or so workers, including mechanics, a truck driver who doubles as a cook, a team manager, a couple of suspension techs, two clothing reps, assorted rider 'life coaches' and agents assist in getting a million dollars-worth of equipment in perfect, predetermined places.

Tools all go in their spot, according to a chart, and every movement is planned out to the minute by a time-sheet posted on the rig door – morning meeting at 10:00, track walk at 11:00, another

meeting with the team manager 30 minutes before first practice... You get the picture – a perfect 'Stepford Wives' scenario, worthy of being called the 'Greatest Show on Earth'.

Meanwhile, on the backside of the pits – with the rest of the privateer teams – a bleary-eyed Geoff Walker is erecting an EZ-Up which he has to tie down to the team's spare bike to keep the wind from carrying it off to Kansas. It's a small shelter compared to Team Kawasaki's but for a small, two-man effort at qualifying for what most in the industry consider the pinnacle of off-road motorcycle racing – the AMA Supercross Series – it's ideal.

Walker has been working day and night to make sure his rider, Cyrille Coulon, has every advantage he can find, despite the limited manpower and funds behind the SR75-Molson team effort. Making it into the night program at one of these would be an amazing accomplishment, and for Geoff and Cyrille it would make all the sacrifice and hard work worthwhile.

>>



ERZBERG



FOR THE PAST TWO DECADES THE ERZBERGRODEO HAS BEEN ATTRACTING ENDURO FANS FROM AROUND THE GLOBE AND IT'S FAR FROM FINISHED YET...

Words and photos by Future 7 Media

From humble beginnings in 1995 the Erzbergrodeo has today evolved into the world's biggest, and baddest, enduro race. Attracting 1,800 competitors year on year, the Austrian iron ore quarry is annually transformed into a Mecca for dirt bike fanatics who arrive in their droves to take on the Iron Giant.

20 years ago the inaugural running of the Erzbergrodeo took place. Karl Katoch was the mastermind behind the race and marked out a course around the grounds of a quarry that would soon become the stuff of legends.

Back then it was a fresh-faced South African Alfie Cox that recorded the very first victory but ultimately it was the event itself that was the true winner. Like Chinese whispers, knowledge of the race, its hardship and complete madness spread like wildfire through the off-road fraternity.

KTM were quick to act and helped increase the event's popularity by sending their top riders year

on year. And with the likes of Cox, Juha Salminen, Cyril Despres and later David Knight and Taddy Blazusiak endorsing the race it didn't take long for it to become a must-do event.

In a matter of minutes all 1800 places are snapped up when entries open during the middle of November. The majority of those who enter have no hope of even making it through to Sunday's feature race – the Red Bull Hare Scramble – and only a fraction of the 500 competitors that do will see the chequered flag.

But for many that doesn't matter. Never mind the winning, it's the taking part that counts. Saying that you were there is all that really matters for most. Having a blast up the Iron Road Prologue followed by a beer or 10 in the beer tent is what it's all about. With off-road riding becoming increasingly difficult to do in Europe, Erzberg offers people that chance to let loose.

The opportunity to ride bikes with their mates and then watch the world's best Hard Enduro riders at work is what makes the Erzbergrodeo festival four days of the summer not to be missed.







ALIVE AND KICKING?

ADAM WHEELER INVESTIGATES IF THE
BRITISH MX GP IS STILL HITTING THE SPOT
OR IF IT'S TIME TO SHAKE THINGS UP...

Words by **Adam Wheeler** Photos by **Sutty** and **Ray Archer**



PARK

BUILDBASE HONDA'S NATHAN PARKER IS AN ALL-ACTION THRILLER WHO'LL KEEP YOU ON THE EDGE OF YOUR SEAT...

Words by Sean Lawless Photos by Sutty



Nez Parker pounds out a training moto at his local track — Preston Docks MX

FRI

NEW ERA

IT'S SAID THAT EVERY END OFFERS A NEW BEGINNING AND FOR THE CH RACING TEAM THAT'S CERTAINLY THE CASE...

Words and Photos by Future 7 Media



Fabrizio Azzalin is one of the Enduro World Championship's most passionate characters. A team manager with more than 20 years experience, he's seen it, done it and collected a serious haul of world championship winning t-shirts. Never afraid to speak his mind, enduro is much more than simply a job.

Running Husqvarna's official EWC team since 1989, as 2013 drew to a close it became clear that his long, successful and at times tempestuous relationship with Husqvarna was to end. With the official Husaberg team to become the new official Husqvarna team, Fabrizio's position within the paddock looked uncertain.

And so, at the opening round of the 2014 EWC series DBR decided to catch up with

Azzalin, under his newly branded Sherco awning, to put the world to rights and delve a little deeper into what the future now holds for one of enduro's longest standing teams.

If only things were that simple...

You see, Fabrizio likes to talk. And when he has something on his mind he doesn't hold back. So for the first 25 minutes of our little 'catch up' the long haired, wafer thin Italian waxed lyrical about the state of the EWC series and the challenges the championship faces.

Despite the somewhat unexpected start to this interview we're soon back on track and Fabrizio's in good spirits. He and his team are back racing, back where they both belong and are needed. By his own omission he's come through the 'dark period' every bit as motivated and enthused by what he does as he always was.

Sitting on a simple wooden bench, >>





NEW
SHERCO



LIFTING THE LID ON LOMMEL:
DELVING DEEP INSIDE



Sylvain Geboers has built
a Suzuki empire in Lommel

ROCKSTAR SUZUKI HQ

WORDS BY ADAM WHEELER PHOTOS BY RAY ARCHER

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